

A MONOMANIAC.

A Barber's Experience with a Madman—The Scared Woman in Black. The Cincinnati Commercial relates the following thrilling experience of a barber who had a monomaniac—Sitting near the door and front windows of a fashionable barber shop recently, in a big arm chair, with a large mirror in front of him and another at his back, and a clever barber standing at his side, scraping lather and beard from his face with a razor that gave no unpleasant token of its presence, the man started forward so suddenly that the barber, to save himself, could not avoid cutting him an ugly gash on the chin.

"Now, see what you have done," stammered and expostulated the barber, as he applied a wet towel to the wound, and then a piece of sticking-plaster. But the man had nothing to say about the cut. He was embarrassed. He had started forward to look eagerly into the mirror in front of him. Then he had turned to look at the street; then he had twisted his head around to look at the glass behind him, and at last he had sank back in his chair, and exclaimed with an expression of weariness and disappointment:—

"She's fooled me again." The barber's eyes had followed those of his customer—into the mirror in front, where was reflected over the changing panorama of Fourth street, and reflected the reflection from the mirror behind—into the mirror behind which performed exactly the same office, as the mirror in front—and finally into the street, where were enacted in reality the scenes of this strange mirrored world. It was the same old scene that the monomaniac artist's eyes—of wealth and poverty, happiness and misery, purple and fine linen and rags, beauty and ugliness. There were carts, wagons, buggies, and carriages, gaily dressed ladies and beggar girls, hard-fisted, soot-begrimed coal heavers, dandy clerks and flashy gamblers, and two or three elegantly dressed lewd women.

He saw nothing remarkable in the scene; so he went on with his work, meanwhile curiously studying the face he manipulated. It was that of a man of middle age, but prematurely wrinkled. The eyes were cold gray, and had a cast that gave them a slightly, and only slightly, crossed expression; and there was a wildness about them, a piercing wildness, that the barber had not noticed before. The man was well dressed in the height of fashion really. From his appearance and remarks he had dropped, he was evidently a stranger from the East. Nothing further of interest transpired with the stranger on this occasion. He paid for his shave and walked off. The next morning, however, he made his appearance at the same shop, at about the same hour. His barber of the day before happened to be engaged when he came in, so he seated himself and waited for him, although "next" was called by two barbers at some distance from the window. Finally he seated himself for a shave in his seat of the day before, and immediately fixed his eyes intently on the mirror in front of him. His barber now noticed that he was much agitated and nervous, and so was on his guard against a repetition of the accident of the day previous. It was lucky for the strange customer that he was so considerate, for hardly had he commenced operations with the razor when the man jumped forward, caught him by the arm, with a painfully pinching grip, and, with eyes glaring at something in the mirror, said, in a hissing whisper, "Do you see her? Look there! Don't you see her now?"

"Who?" said the startled barber, as he looked into the glass and saw only a new-boy, a horse and buggy, and a policeman on the corner. "Why that woman in black velvet, with that scar on her forehead. Don't you see? There—she's gone!"

And the man fell back in his seat, pale and trembling, with cold sweat starting from his forehead, and an expression of fright and exhaustion that was painful to look upon. The barber could have sworn, with perfect security from the pain and penalties of perjury, that no woman in black velvet, with a scar on her forehead, had passed on the street or been mirrored in that glass; but fearing to further agitate the man, he simply said, "Oh, yes," and very carefully finished shaving his customer. In the meanwhile he made up his mind that he was shaving either a madman or an unfortunate victim of delirium tremens, and that he would do it no more.

But he was spared the trouble, for he never saw the man again. And it is likely he never would have known the history of the case had he not mentioned the occurrence, last Saturday, to a customer who had seen fit to philosophize upon the life scenes, disconnected, flitting, passing and gone, and gone for ever, that the mirrors of the shop portrayed. This gentleman, from New York, started in surprise when he heard the stranger mentioned, and wondered that he had been West, and said he—"Why, that's my poor old friend Harry. He's out of his head half the time because a girl that he once loved killed herself. She was standing in front of a mirror, and I believe she had on a black velvet party dress at the time. Harry came in and saw her face in the mirror just as she shot herself. Poor fellow! he thinks he sees her whenever he looks into a mirror—soberly enough at other times, too—married no one and settled down. They don't have many looking-glasses in their house, though—his wife generally combs his hair for him."

Keeping a Secret. In Three Volumes. VOL. I. "And he will never know, Madam," said the housekeeper, closing the casket with a clasp and a sigh. "Not until I am dead, Ursula," replied LADY ALICE, wearily, "and then—" "It will not be of much use to him," quoth URSULA, placing the treasure upon a dressing-table, and spreading a clean handkerchief over it.

VOL. II. It was considerably past four in the morning when SIR MARMADUCE began to thunder at the postern. The whole castle was in a state of commotion. LADY ALICE, who had not slept a wink all night, glided along the corridor in a pleasing but reproachful deshabille, and opened the great gate. "Ho!" exclaimed SIR MARMADUCE, in unconscious Latin, as he measured his length on the floor. "Jaet!" shrieked LADY ALICE, completing the half-uttered sentence, and giving herself credit for an epigram in the language of the Romans.

VOL. III. SIR MARMADUCE'S lady lay dying. The excitement and exposure of that fatal morning had culminated in bronchitis and hysteria. "If we had only told him all about it, my lady," said the housekeeper, shedding tears as though her future depended upon them, and pointing to the hidden casket.

But it was too late. LADY ALICE heaved her last sigh at a quarter past eleven o'clock, and SIR MARMADUCE married again within a twelvemonth.

The casket contained a golden latch-key, beautifully fabricated, which fitted the postern gate of the castle to a T.

Incidents.

—People in Ohio have again stopped talking about erecting a monument over the remains of President Harrison. —The Rochester Union on Saturday published a communication, which at the outset pronounced this country—"What imagination can recover the picture of Adam and Eve as they find their man child son—the first dead of the human race—alone, upon the ground wetting in his own blood, DEAD!"

—A Vermont paper asserts that a little daughter of John Keenan, of Bennington, was recently carried over the ice for about five rods, went over a seven foot dam, and passed through an underground raceway for a distance of sixteen rods to another dam, and was then rescued alive, but in a very exhausted condition. —A Boston young man, a Catholic, intended to be married last Tuesday evening, but at the last moment "recalled that he had forgotten" to procure a license. He dashed out of the house in pursuit of the prized bond paper, but it was too late. The office was closed, and he began the next day, and for forty days he must pine, as no marriage can be celebrated in his Church during Lent.

—Golladay has advertised quite extensively in the third district of Kentucky that he is a candidate for re-election to the Forty-first Congress, but the Louisville Courier-Journal tells him that he will find, upon his return to Kentucky, that the people will demand something more than an explanation of the equivocal position in which he has involved himself, and that they will certainly not accept any partisan appeals whatever in excuse for a transaction which is exclusively personal.

—Ex-Governor Seymour, in the lecture in which he gave notice of his recollections of public men at Whitestown, N. Y., on Wednesday evening, said that no man who ever lived in this country could lose his temper so judiciously as General Jackson. He spoke of Calhoun as a man of wonderful dignity of manner and of mighty logic of clay as a chivalrous, having something of the knight errant in him, a fearless debater, and a truly patriotic man; and of Webster, in some respects the greatest of these three, and in other respects the weakest. In his judgment, he said Webster would have figured better as a literary man. He should have been a student, a historian, or a poet. He had a passion for poetry, and wrote verses exceedingly well. He would have ranked with Burke; he would have eclipsed Macaulay.

COAL.

PERCIVAL E. BELL & CO., DEALERS IN Lehigh and Schuylkill Coal.

PURE LEHIGH AND SCHUYLKILL FAMILY, FACTORY, AND BITUMINOUS COALS. Large stock always on hand.

ENGINES, MACHINERY, ETC. PENN STEAM ENGINE AND BOILER WORKS, NEAR LEVY MARKET.

SAW MILLS, PLANING MILLS, AND ALL OTHER WORK connected with the Iron Trade. Sole Agents for M. Bilson's Sugar Boiling Apparatus, and all other work connected with the Iron Trade.

GIRARD TUBE WORKS. JOHN H. MURPHY & BROS. Manufacturers of Iron Pipes, Etc. PHILADELPHIA, PA.

ROBERT SHOEMAKER & CO., N. E. Corner FOURTH and RACE STS., PHILADELPHIA. WHOLESALE DRUGGISTS. Importers and Manufacturers of WHITE LEAD AND COLORED PAINTS, PUTTY, VARNISHES, ETC.

M. MARSHALL, DRUGGIST AND CHEMIST, AND WHOLESALE DEALERS IN PAINTS, OILS, GLASS, AND PATENT MEDICINES, Nos. 1301 and 1303 MARKET ST.

MERRICK & SONS SOUTHWARK FOUNDRY, No. 480 WASHINGTON AVENUE, PHILADELPHIA. WILLIAM WRIGHT'S PATENT VARIABLE CUT-OFF STEAM ENGINE.

MERRICK'S SAFETY HOISTING MACHINE, PATENT VALVELESS STEAM HAMMER, PATENT SELF-CENTRALIZING, SELF-BALANCING CENTRIFUGAL SUGAR-DRAINING MACHINE, AND HYDRO EXTRACTOR.

SAMUEL SMITH & CO., No. 48 SEVENTH ST., PHILADELPHIA. STEAM AND GAS FITTERS AND PLUMBERS, TUBE, FITTINGS, AND BRASS WORK constantly on hand.

WEST CHESTER AND PHILADELPHIA RAILROAD. Leave Philadelphia for West Chester at 8:30 A. M. and 2:30 P. M.

PHILADELPHIA AND ERIE RAILROAD. On and after MONDAY, November 1, 1869, the Trains on the Philadelphia and Erie Railroad will run as follows from Pennsylvania Railroad Depot, West Philadelphia:—

MAIL TRAIN leaves Philadelphia at 7:40 A. M. arrives at Erie at 10:30 A. M. leaves Erie at 11:30 A. M. arrives at Philadelphia at 1:30 P. M.

ERIE EXPRESS leaves Philadelphia at 8:30 A. M. arrives at Erie at 11:30 A. M. leaves Erie at 12:30 P. M. arrives at Philadelphia at 2:30 P. M.

ELMIRA MAIL leaves Philadelphia at 7:40 A. M. arrives at Elmira at 10:30 A. M. leaves Elmira at 11:30 A. M. arrives at Philadelphia at 1:30 P. M.

MAIL TRAIN leaves Erie at 8:40 A. M. arrives at Philadelphia at 11:30 A. M. leaves Philadelphia at 12:30 P. M. arrives at Erie at 2:30 P. M.

ERIE EXPRESS leaves Erie at 9:30 A. M. arrives at Philadelphia at 12:30 P. M. leaves Philadelphia at 1:30 P. M. arrives at Erie at 3:30 P. M.

RAILROAD LINES. PHILADELPHIA AND ERIE RAILROAD. GREAT TRUNK LINE. From Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming valleys, the North, Northwest, and the Canada.

WINTER ARRANGEMENT. Of Passenger Trains, December 30, 1869. Leaving the Company's depot at Thirtieth and Callowhill streets, Philadelphia, at the following hours:—

READING ACCOMMODATION. At 7:30 A. M. for Reading and all intermediate stations, and Allentown. Returning leaves Reading at 8:30 P. M., and Allentown at 9:30 P. M.

MORNING EXPRESS. At 9:15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

AFTERNOON EXPRESS. Leaves Philadelphia at 3:30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Potomac Railroad for Columbia, etc.

POTTSWOM ACCOMMODATION. Leaves Pottsville at 6:45 A. M., stopping at intermediate stations; arrives in Philadelphia at 9:10 A. M. Returning leaves Philadelphia at 4:30 P. M., and arrives in Pottsville at 6:15 P. M.

READING AND POTTSVILLE ACCOMMODATION. Leaves Philadelphia at 6:45 A. M., and Reading at 7:30 A. M., stopping at all way stations; arrives in Philadelphia at 10:30 A. M. Philadelphia at 4:45 P. M.; arrives in Reading at 7:40 P. M., and at Pottsville at 9:30 P. M.

TRAINS FOR PHILADELPHIA LEAVE HARRISBURG AT 8:10 A. M. and POTTSVILLE AT 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 4:00 P. M., and Pottsville at 3:45 P. M., arriving at Philadelphia at 6:30 P. M.

HARRISBURG ACCOMMODATION LEAVES HARRISBURG AT 7:15 A. M. and HARRISBURG AT 10:10 P. M. Connecting at Reading with Afternoon Accommodation south and Morning Express north.

MARKET TRAIN, with a passenger car attached, leaves Philadelphia at 12:30 noon, for Pottsville and all way stations, leaving Pottsville at 1:30 P. M., and returning to Philadelphia at 4:30 P. M.

ALL THROUGH TRAINS RUN DAILY, SUNDAYS EXCEPTED. Supply trains leave Pottsville at 8 A. M., and Philadelphia at 8:15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4:30 P. M.

CHESTER VALLEY RAILROAD. Passengers for Downingtown and intermediate points take the 7:30 A. M. and 1:30 P. M. trains from Philadelphia. Returning from Downingtown at 6:30 A. M., 12:45 and 5:15 P. M.

PASSENERS FOR SCHWENKSVILLE TAKE 7:30 A. M., 12:30 and 4:00 P. M. TRAINS FROM PHILADELPHIA, RETURNING FROM SCHWENKSVILLE AT 8:00 A. M., 12:45 NOON, and 4:15 P. M.

COLEBROOKDALE RAILROAD. Passengers for Mt. Pleasant and intermediate points take the 7:30 A. M. and 4:10 P. M. trains from Philadelphia, returning from Mt. Pleasant at 7:00 and 11:00 A. M.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST. Leaves New York at 9 A. M. and 9:00 P. M., passing through Philadelphia at 1:30 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

RETURNING EXPRESS TRAIN LEAVES HARRISBURG ON ARRIVAL OF PENNSYLVANIA EXPRESS FROM PITTSBURG AT 5:38 A. M., and arrives in Philadelphia at 7:30 A. M., and 2:05 P. M., arriving at New York 12:05 noon, and 6:25 P. M.

A MAIL TRAIN FOR NEW YORK LEAVES HARRISBURG AT 8:10 A. M. and 9:00 P. M. MAIL TRAIN FOR HARRISBURG LEAVES NEW YORK AT 11:30 A. M. and 4:30 P. M.

SCHUYLKILL VALLEY RAILROAD. Trains leave Pottsville at 6:30 and 11:30 A. M., and 6:00 P. M., returning from Tamaqua at 9:30 A. M., and 4:30 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD. Trains leave Auburn at 8:30 A. M. for Pinegrove and Harrisburg, and 4:30 P. M. for Pinegrove, Tamaqua, and Brookside, returning from Harrisburg at 8:30 P. M., from Brookside at 4:00 P. M., and from Trenton at 7:15 A. M.

THROUGH FIRST CLASS TICKETS AND EMIGRANT TICKETS to all principal points in the North and West and Canada. Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, and sold by Reading and Potomac Railroad, at reduced rates.

Excursion Tickets to Philadelphia, good for one day only, are sold at Reading and intermediate stations by Reading and Potomac Accommodation Trains, at reduced rates.

The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 237 S. Fourth street, Philadelphia, or of G. A. Nicolls, General Superintendent, No. 237 S. Fourth street.

COMMUTATION TICKETS.—At 25 per cent. discount, between any points desired, for families and friends.

MILEAGE TICKETS.—Good for 2000 miles, between all points, at \$2.75, for families and friends.

SEASON TICKETS.—For three, six, nine, or twelve months, for holders only, at all points, at reduced rates.

CLEVERLY MEN residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare.

EXCURSION TICKETS.—From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirtieth and Callowhill streets.

FLIGHT TRAINS leave Philadelphia daily at 4:45 A. M., 12:30 noon, and 4:10 P. M. for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond.

BAGGAGE.—Duggan's Express will collect baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 226 SOUTH FOURTH STREET, or at the Depot, THIRTIETH and CALLOWHILL STREETS.

PHILADELPHIA AND ERIE RAILROAD.—WINTER TIME TABLE. On and after MONDAY, November 1, 1869, the Trains on the Philadelphia and Erie Railroad will run as follows from Pennsylvania Railroad Depot, West Philadelphia:—

1869.—FOR NEW YORK.—THE CAMDEN RAILROAD. Companies' lines from Philadelphia to New York and Way Places.

FROM WALNUT STREET DEPOT. At 6:00 A. M. for Camden and Jersey City. At 8:00 A. M. for Camden and Jersey City. At 10:30 A. M. for Camden and Jersey City.

FROM KENSINGTON DEPOT. At 7:30 A. M. for Camden and Jersey City. At 9:30 A. M. for Camden and Jersey City. At 11:30 A. M. for Camden and Jersey City.

FROM BURLINGTON DEPOT. At 7:30 A. M. for Camden and Jersey City. At 9:30 A. M. for Camden and Jersey City. At 11:30 A. M. for Camden and Jersey City.

FROM WEST PHILADELPHIA DEPOT. At 7:30 A. M. for Camden and Jersey City. At 9:30 A. M. for Camden and Jersey City. At 11:30 A. M. for Camden and Jersey City.

FROM BURLINGTON DEPOT. At 7:30 A. M. for Camden and Jersey City. At 9:30 A. M. for Camden and Jersey City. At 11:30 A. M. for Camden and Jersey City.

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RAILROAD LINES. PENNSYLVANIA CENTRAL RAILROAD. AFTER 8 P. M. SUNDAY, NOVEMBER 14, 1869.

The Express of the Pennsylvania Central Railroad leaves the Depot at THIRTY-FIRST and MARKET STREETS, which is reached directly by the Market Street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chestnut and Walnut streets cars run within one square of the Depot.

Sleeping-car tickets can be had on application at the Ticket Office, N. W. Corner Ninth and Chestnut streets, and at the Depot. Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 201 Chestnut street, or No. 118 Market street, will receive attention at the Depot.

TRAIN LEAVE DEPOT, VIS.— MAIL TRAIN. At 9:00 A. M. for Philadelphia. At 10:30 A. M. for Philadelphia. At 1:30 P. M. for Philadelphia.

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AUCTION SALES. BUNTING, DUBROW & CO., AUCTIONEERS. TINGIS, OIL, GLASS, ETC.

LARGE SALE OF CARPETINGS, GANTON MATS, etc. On Friday Morning, March 11, at 11 o'clock, on four months' credit, about 30 pieces, including, Yewston, best, green, orange, red, blue, etc.

LARGE SALE OF FRENCH AND OTHER NEW HOPKIN DRY GOODS. On Monday Morning, March 14, at 1